



**Rules and
Regulations for
the Classification
of Special Service Craft,
July 2011**

Notice No. 1

Effective Date of Latest
Amendments:

See page 1

Issue date: November 2011

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SPECIAL SERVICE CRAFT, *July 2011*

Notice No. 1

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Special Service Craft, July 2011*. The amendments are effective on the dates shown:

<i>Part</i>	<i>Chapter</i>	<i>Section</i>	<i>Effective date</i>
3	1	7	1 January 2012
3	5	6, 9	1 January 2012

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Special Service Craft, July 2011* are to be read in conjunction with this Notice No. 1. The status of the Rules is now:

Rules for Special Service Craft	Effective date:	July 2011
Notice No. 1	Effective date:	1 January 2012

Volume 3, Part 3, Chapter 1
General

Effective date 1 January 2012

■ Section 7
Inspection, workmanship and
testing procedures

7.3 Testing procedures

Table 1.7.1 Testing requirements

Item to be tested	Testing procedure	Testing requirement
Chain locker, if aft of collision bulkhead	Structural	Head of water up to the top The greater of: • head of water up to the top of the spurling pipe • head of water up to the exposed weather deck

Volume 3, Part 3, Chapter 5
Anchoring and Mooring Equipment

Effective date 1 January 2012

■ Section 6
Anchor cable

6.8 Cable locker

~~6.8.3 Chain lockers fitted abaft the collision bulkhead are to be watertight and the space to be efficiently drained.~~

6.8.3 Chain lockers and spurling pipes are to be watertight up to the exposed weather deck and the space is to be efficiently drained. However, bulkheads between separate chain lockers, or which form a common boundary of chain lockers, need not be watertight.

6.8.4 Where means of access is provided to the chain locker, it is to be closed by a substantial cover and secured by closely spaced bolts.

6.8.5 Where a means of access to spurling pipes or cable lockers is located below the weather deck, the access cover and its securing arrangements are to be in accordance with ISO 5894-1999, or an equivalent National Standard acceptable to LR, recognised standards or equivalent for watertight manhole covers. Butterfly nuts and/or hinged bolts are prohibited as the securing mechanism for the access cover.

■ Section 9
Structural details

9.4 Spurling pipes

In line with 'correction 1, August 2011' agreed by IACS to Rev.3 of IACS Unified Requirement L4 'Closure of Chain Lockers', the following text is to be appended to the end of paragraph 9.4.1:

Examples of acceptable arrangements are:

- (a) steel plates with cutouts to accommodate chain links, or
- (b) canvas hoods with a lashing arrangement that maintains the cover in the secured position.

9.4.1 Satisfactory means are to be provided to prevent inadvertent flooding of chain lockers, see 6.8. ~~It is recommended that steel plates in halves, hooked over the spurling pipe tops, be provided on top of which cement may be laid before lashing a canvas cover. Suitable alternatives will be considered.~~

Spurling pipes are to be provided with permanently attached closing appliances to minimise water ingress. Examples of acceptable arrangements are:

- (a) steel plates with cutouts to accommodate chain links, or
- (b) canvas hoods with a lashing arrangement that maintains the cover in the secured position.

~~9.4.2 The design of the windlass is to be such that the following requirements or equivalent arrangements will minimise the probability of the chain locker or forecastle being flooded in bad weather:~~

- ~~(a) a weathertight connection can be made between the windlass bedplate, or its equivalent, and the upper end of the chain pipe, and~~
- ~~(b) access to the chain pipe is adequate to permit the fitting of a cover or seal, of sufficient strength and proper design, over the chain pipe while the craft is at sea.~~

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